

Fall 1999

Iowa Aviation Bulletin



TO ENCOURAGE, FOSTER AND ASSIST IN THE GENERAL DEVELOPMENT OF AERONAUTICS IN THE STATE OF IOWA

A good day to fly

When Roger McGargill earned his pilot's license in April, his father felt like handing out cigars.

Any father would be proud that his son had learned to fly. Roger's father was particularly proud. Roger is deaf.

Roger, 29, has been deaf since birth, and he also can't speak since he's never been able to hear the spoken word. But, thanks to his parent's philosophy - you have your dreams and make them work - Roger has never felt deafness was a handicap.

As a youngster growing up in Omaha, Roger dreamed like other children in his neighborhood. He watched huge B-52s take off and land at Offutt Air Force Base. He couldn't hear the scream of the jet engines, but he could feel the power through his feet on the ground. And he would open his mouth in awe as the glorious machines took flight.

"I remember standing there, watching that," Roger says, his hands flying around enthusiastically as he signs for interpreter Kay Foust. "My father was out, too. I told him, someday, I'm going to be doing that," said Roger.

Roger knew he was closing in on his dream 2 1/2 years ago when he was hired as a software engineer at Rockwell Collins in Cedar Rapids. He had graduated three months earlier from Arizona State University with a master's degree in electronic and computer engineering.



(Left to Right) New pilot Roger McGargill, instructor Dave Pearson, and interpreter Kay Foust receive awards for outstanding achievement from FAA's Roger "N" Clark at a pilot safety seminar in Cedar Rapids in May.

Through his friends at work - particularly his former boss, John Mitchell - Roger was encouraged to participate in Rockwell's "To Fly" program. In December 1997 he met his instructor, Dave Pearson.

Right away, a major problem surfaced. As an Omaha native, Roger has always been a diehard Nebraska Cornhusker football fan. "Once a Husker, always a

Husker," he says. "That was one real problem," Dave says, "I'm an Iowa State grad." Both toss back in laughter. They aren't exaggerating much that the sports rivalry was their major problem - not Roger's deafness, as both had feared.

Dave, 56, had never taught a deaf student to fly, but he was intrigued by the

A good day to fly, go to page 2

1999 Iowa Airport Conference October 12-13, 1999

October 12 - Holiday Inn Waterloo - Civic Center

- Aviation in Iowa (federal perspective)
- Funding Iowa airports (Iowa legislative perspective)
- Iowa Public Airports Association meeting
- Luncheon with state officials
- Consultant selection and services
- Pavement Management System
- Vertical infrastructure programs
- Regional air service
- General aviation and commercial service roundtable discussions
- Social time with exhibitors

October 13 - Holiday Inn Waterloo - Civic Center

- Iowa Aviation System Plan update
- Airport Economic Impact Study
- Global Positioning System approach procedures
- Airport zoning
- Y2K concerns
- Closing luncheon
 - Awards
 - Access Air presentation
- Golf

The Airport Conference is sponsored by the Iowa Public Airports Association, Iowa Department of Transportation, Federal Aviation Administration and Iowa State University.

For more information about the conference, contact ISU Extension at 515-294-6222, or the Iowa DOT at 515-237-3301.

A good day to fly, from page 1

challenge. He's been an FAA-certified instructor for 10 years and is president of Cardinal Leasing, Ltd., which provides instruction and rental planes. His main concern was safety.

Roger even had his doubts. He said, "my primary concern was, how can we communicate? Who's going to be in control? How will I know when to relinquish control?" said Roger.

Kay provided the interpretation as they easily established ground rules. But in the air, where communication must be instantaneous, they invented their own language of gestures that included touching each other on the arms. Dave also learned a little sign language.

From the first moment, both men knew the experience would be a new high.

"I remember after the first time we went up. I fell in love with it," the student says.

The lessons progressed smoothly with the advantage of e-mail communication. There were no close calls in the air. And one day Dave knew it was time - Roger was ready to solo.

As they landed at McBride Airport, a grass strip north of Cedar Rapids, Dave prepared to climb out of the plane.

"OK," Dave said, "you do the next one."

"By myself?"

"You bet," said Dave as he walked away.

"My stomach was in knots," Roger recalls, "but once I got up there I felt comfortable."

With his hearing impairment Roger has no problem landing at a non-controlled airport like McBride. The first planes didn't have radios and the landing fields had no towers so Roger is simply functioning like the early pilots.

At a radio-controlled field, like the Eastern Iowa Airport, Roger and other members of the International Deaf Pilots Association must arrange their arrivals in advance. With a set time, direction and

altitude, air traffic controllers can be prepared for Roger. They will flash lights to signal him and he'll respond with a wiggle of his plane's wings to approach for a safe landing.

Being deaf prevents Roger from flying in inclement weather when instruments would be required. That's why, after flying about 70 hours to perfect his techniques, he faced one delay after another in earning his license. Finally, in April, on a clear day he took the test and passed.

"I want to enjoy the experience of flying," Roger says, his face bright and expressive, "showing people that the hearing impaired are able to fly."

"First I'm going to visit my family," he adds. "Then I can go anywhere in the country I haven't gone before," said Roger. But what after that?

"Besides getting married, you mean?" he says with a grin. "I'd like to learn more about avionics. Someday I'd love to get in a jet," he said.

Just the thought turns Roger's vision skyward, up where he used to watch the bombers fly, up where the sun tries to break through an overcast afternoon.

"Is this a good day to fly?" Roger asks his instructor.

Dave does not hesitate. "Every day," he says, "is a good day to fly."

Reprinted with permission

© 1999 The Gazette, Cedar Rapids, Iowa

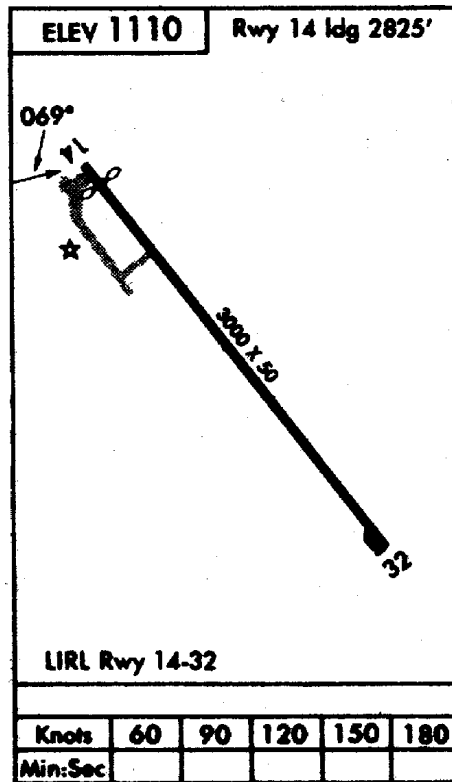
Editor's note: Today there are some 200 deaf pilots flying in the United States. In fact, the United States is the only nation that will certify deaf pilots, according to the International Deaf Pilots Association (IDPA). European IDPA members hold U.S. certificates. IDPA is working to convince other nations to permit deaf pilots to fly. The IDPA was founded in 1994 and works to protect the rights of deaf pilots.

A new feature in Federal Airport Directory

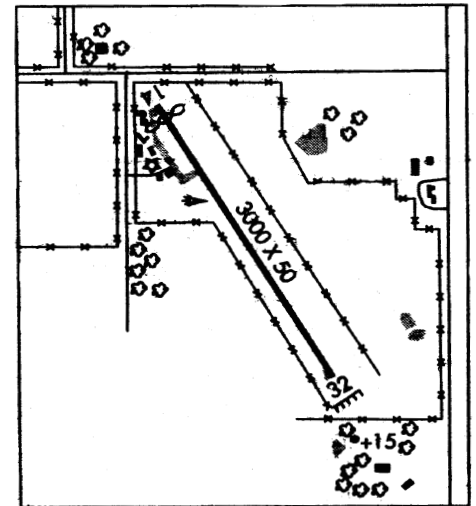
The National Oceanic and Atmospheric Administration (NOAA) is incrementally adding VFR airport sketches to its Airport/Facility Directory (A/FD). These new sketches for the A/FD depict more visual information than sketches found in the Terminal Procedures Publication (TPP). The added visual features include:

- buildings;
- airport road patterns;
- vegetation features; and
- symbols depicting wind socks and rotating beacons.

The sketches being added will focus on VFR airports with single configuration hard surface runways at least 3,000 feet and IAP airports.



TPP airport sketch for Winterset-Madison County Airport.



New A/FD airport sketch for Winterset-Madison County Airport.

New transportation center planner

Krista Billhorn has replaced John Sommers as the Iowa Department of Transportation's transportation center planner in the north-central Iowa counties shown, and she is looking forward to working with airport owners in her area. Sommers has moved to another position in the department.

Krista Billhorn
P.O. Box 741
Mason City, IA 50402
515-423-7584
Fax: 515-423-0246



Cedar Rapids has 24-hour tower

The existing Eastern Iowa Airport air traffic control tower will be operated 24 hours a day through the end of September under an agreement between airport officials and the Federal Aviation Administration (FAA). The current agreement ends Sept. 30 when the federal fiscal year ends. However, Eastern Iowa Airport Director Larry Mullendore expects a renewal of the agreement in October.

Staffing the control tower around the clock will cost the airport about \$85,000 a year. The airport's tower has been closed between 11:30 p.m. and 4:30 a.m.

The Eastern Iowa Airport officials believe a 24-hour control tower will increase traffic and provide aircraft with a higher degree of safety.

Mullendore is confident that when aircraft owners and operators are aware this option is available at the Eastern Iowa Airport, the airport commission's investment for the additional coverage will confirm there is a sufficient demand for 24-hour air traffic control in Cedar Rapids.

Iowa Aviation Promotion Group officers

The Iowa Aviation Promotion Group, Inc. held its annual meeting in Fort Dodge June 19, 1999, and elected officers for the new year.

President:	Wesley Olson
Vice-President:	Scott Smith
Secretary:	Harry Miller
Treasurer:	Chuck McDonald
Board of Directors:	Ed Whiting
	Michael Salamone
	Don Jay
	Bill Grabe
	Gary Cummins
	Bill Byrd

Additional board positions will be filled during the group's September meeting in Waterloo.

FY 2000 state aviation program

More than \$2.5 million in state funds are included in the current fiscal year's state aviation program recently approved by the Iowa Transportation Commission. Approved funding levels with the program include: Airport Improvement Program, \$1,994,731; runway marking, \$100,000; windsocks, \$12,000; aviation promotion/education, \$25,000; aviation weather system, \$105,000; air service marketing, \$300,000; and facilities and equipment contingency, \$50,000.

The major component of the aviation program is the Airport Improvement Program, which includes \$1,994,731 in funding for projects at 20 airports. Funds are programmed each year for airport planning and major construction to enhance safety, preserve the existing infrastructure, and expand publicly owned and operated airports in Iowa. This year's projects and the state funds supporting that work are:

Belle Plaine	Update airport plan	\$ 25,200
Harlan	Update airport plan	19,600
Iowa City	Update airport plan	19,600
Orange City	Update airport plan	23,800
Red Oak	Update airport plan	7,700
Shenandoah	Update airport plan	14,000
Waverly	Update airport plan	17,500
Algona	Obstruction removal	18,000
Boone	Displace runway threshold	72,000
Shenandoah	Obstruction removal	9,000
Ames	Security fencing	31,860
Belle Plaine	Land acquisition for obstruction removal	138,600
Cherokee	Security fencing	21,897
Vinton	Security fencing	9,900
Atlantic	Runway resurfacing	30,098
Sheldon	Runway surface repair	20,000
Atlantic	Taxiway resurfacing	22,216
Iowa City	Repaint rotating beacon tower	24,000
Forest City	Rewire runway and taxiway lights	8,000
Independence	Runway drainage and repair	198,560
Iowa Falls	Runway resurfacing	510,400
Mount Pleasant	Runway resurfacing	545,600
Humboldt	Runway resurfacing	156,000
Rock Rapids	Airport lighting improvements	<u>51,200</u>
TOTAL		\$ 1,994,731

The Commission also authorized funding for marketing projects at commercial service airports. Ten airports will receive a total of \$300,000 in state funds at a 50 percent cost-sharing ratio. The 10 airports receiving state funds are:

Southeast Iowa Regional	\$ 31,107
Eastern Iowa	54,749
Des Moines	77,939
Dubuque	32,208
Fort Dodge	20,000
Mason City	15,000
Ottumwa	3,000
Sioux Gateway	20,997
Spencer	6,000
Waterloo	<u>30,000</u>
Total	\$300,000

The Commission approved the \$2,586,731 fiscal year 2000 aviation program at the June 8, 1999, meeting.

Special notice

1999 Farm Progress Show-Amana, Iowa

Sept. 28-30, 1999

Aircraft arriving for the 1999 Farm Progress Show on September 28-30 will be using the Amana, Iowa, airport, located eight miles southwest of the Cedar Rapids Eastern Iowa Airport. The turf runway (08/26) is 2,600 feet long, 100 feet wide, and the field elevation is 712 feet MSL. Traffic pattern altitude is 1,500 feet MSL.

Cedar Rapids approach control will provide radar service to and from the Amana Airport. The FAA will staff a temporary control tower from sunrise to sunset on the south side of the runway in the aircraft parking area. The Amana tower frequency is 120.2.

VFR Arrival Procedures

After establishing contact with Cedar Rapids approach control, you should advise that you are "inbound for the Farm Progress Show." Approach control will then vector and sequence you to the Amana Airport before transferring you to the Amana tower.

Aircraft Parking

After landing at the Amana Airport, leave the runway promptly and follow flagger directions to parking.

Departure Procedures

1) Monitor the Amana tower frequency at 120.2. If tower is busy, listen for departure information, then taxi. Call the Amana tower when you are number one for takeoff. If tower is not busy, request departure information and follow tower instructions.

2) Non-radio aircraft check with the tower before taxiing or follow the flow. Non-radio aircraft must abide by non-radio procedures and must receive a green light-gun signal from the tower for takeoff clearance.

3) After departure, remain clear of Cedar Rapids Class C airspace. If radar or Class C service is needed, contact Cedar Rapids approach control on 119.7 after departure.

Pilot Briefing and Flight Plan Procedures

1) All flight service station services will be provided by the Fort Dodge AFSS. Everyone is urged to file a flight plan.

2) Use the telephones at the Farm Progress Show grounds for weather briefing and flight plan services. An area weather summary is available for the Fort Dodge AFSS, as well as detailed weather briefings and the filing of IFR and VFR flight plans. Dial toll-free 1-800-WX-BRIEF(992-7433).

3) Pilots should close their flight plans with Fort Dodge radio prior to landing. Simplex frequency 122.25 or 122.55 may be used for this and other services. If you are unable to do that, you may cancel flight plans on Fort Dodge AFSS Clearance Delivery telephone 1-800-FAA-AFSS (322-2377).





Michael Hall of Aircraft Owners and Pilots Association Air Safety Foundation teaches a seminar on non-towered airport operations. This was the first year pilot safety seminars were offered at FLY IOWA. FAA's Roger "N" Clark also participated in the seminars.



Tom Parham Jr. (Son of DOT's Tom Parham) grins ear to ear after his first helicopter ride aboard "OTTO," piloted by Bob Hosking of Bountiful, Utah.



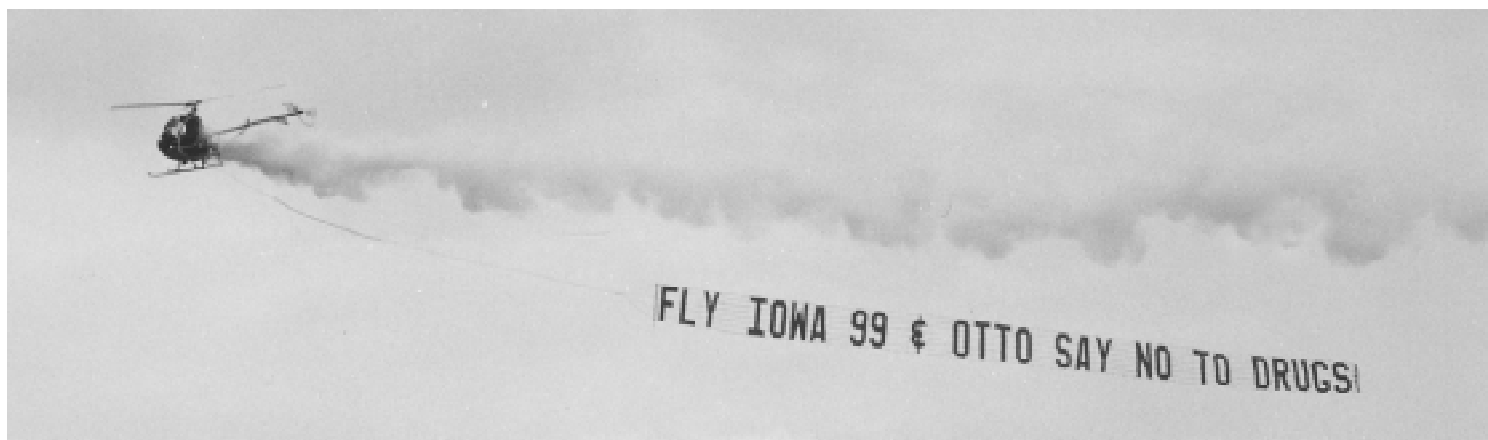
The temporary control tower provided by the FAA watches over Eddie Merchant's Pitts Special in the early hours before the air show.



Pilots of the 87 fly-ins were warmly welcomed at FLY IOWA 99. Planes came from 39 Iowa counties and 8 came from out of state. Pilots received FLY IOWA 99 patches and decals.



Wesley Olson (representing the Iowa Experimental Aircraft Association chapters) teaches the basics of wing rib building to Aeriel Smith of Fort Dodge and Mike Wahl of Rockwell City.



"OTTO, the Little Helicopter Clown" delighted kids of all ages by blowing bubble gum bubbles, playing with a yo-yo, catching a thief and slinging her in jail, and bringing positive messages to north central Iowa.

The next Amelia Earhart? Rylie Wilkinson shows dad Scott the basics of maneuvering an aircraft on the ground.



Booth space was "sold out" as 29 promotional and educational institutions came to motivate north central Iowans of all ages to learn more and become more involved in aviation.

Iowa Aviation Bulletin

Forwarding and Return Postage Guaranteed,
Address Correction Requested

BULK RATE
US POSTAGE
PAID
DES MOINES IA
PERMIT #4747



Iowa Aviation Bulletin



Planning Coordination Team
Park Fair Mall, 100 Euclid Ave., Suite 7
Des Moines, IA 50313
515-237-3302
Fax: 515-237-3323

The **Iowa Aviation Bulletin** is a quarterly publication of the Iowa Department of Transportation. It is distributed free of charge to pilots, aircraft owners and interested individuals or organizations. It is also available on the department's web site at: www.state.ia.us/government/dot.

The staff wishes to thank those who have provided information and reference materials for this newsletter.

Darrel Rensink, Director
Iowa Department of Transportation

Aviation Calendar



Sept. 12 Dubuque
10th annual fly-in, drive-in breakfast.
0700 - Noon. Sponsored by EAA Chapter 327. Adults, \$4; kids, 6-12, \$2. Pilot in command free. For more information call 319-582-1293.

Sept. 12 South Sioux City, Neb.
Tommy Martin Memorial Fly-in. Sponsored by EAA Chapter 291. Pancake breakfast 0700-1100. Hot dog lunch 1100 - 1500. Airplane and glider rides available. Golden Kernels Radio Control Air Show at 1300. Free to pilot in command. For more information call 712-233-1552.

Sept. 17-22 Williamsburg, Va.
NASAO annual conference.

Sept. 25-26 Ankeny
Wings, Wheels and Water Festival.
Ankeny Expo Grounds.

Oct. 2-3 Sioux City
Mid America Air Show '99. 0900-1700. Military and civilian aviation performers and recruiting static display aircraft. Adults, \$7; kids 6-12, \$3.50; under 5 free. For more information call 712-943-5325.

Oct. 12-13 Waterloo
Iowa Airport Conference, Holiday Inn - Civic Center.

Oct. 12-14 Atlanta, Ga.
NBAA annual meeting and convention.

Oct. 14-17 Branson, Mo.
United States Pilots Association fall meeting and Missouri Pilots Association Annual Air Tour and Fly-in. For more information call 417-338-2225.

Oct. 21-23 Atlantic City, N.J.
AOPA Expo '99 at the new Atlantic City Convention Center.

Oct. 24-27 Las Vegas, Nv.
ACI-NA annual conference.